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No. 15,958. 號八十五九千五萬一第一 日八念月四年元統宣 HONGKONG, TUESDAY, JUNE 15TH, 1909. 二年六月六日九零百九千一英港香 PRICE, \$3 PER MONTH.

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Hongkong, 1st April, 1909. [a549]

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Hongkong, 4th June, 1909.

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Hongkong, 4th June, 1909.

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LONDON OFFICE: 131, FLEET STREET, EC**The Daily Press.**

HONGKONG, JUNE 15TH, 1909.

We are much surprised to see in the *Peking Daily News* an article on Plague in Hongkong suggesting that the disease prevails here as much as ever it did. The article is based on a dispatch from Canton which however, does not, in our opinion, warrant the deduction our contemporary has drawn from it. The dispatch in question says: "The plague season has come, but nothing much is heard of it here in Canton save occasional cases which are imported from Hongkong. As usual, when plague first makes its annual appearance in Hongkong, the people escape to Canton from the former place where the sanitary laws are so strict that they do not even allow persons to have the time to attend to their sick, whereas here in Canton the Fong Pin She has done more than the outside world knows towards curing plague stricken patients. Plague patients treated by Chinese methods in this hospital show a high percentage of recovery as shown by the returns." However that may be the statement does not justify the conclusion that plague is as bad in the Colony as ever it was, and much worse than in Canton and other cities of South China. Our contemporary may reply that it has not said as much. True the article does not say this in so many words but that is the idea which a reader with no other knowledge of the subject would derive from a perusal of the article. It says: "It is evident that the Sanitary authorities, who have been raising the hue and cry for years past are helpless, and that nothing substantial towards obtaining a better method of treatment of the disease has been dis-

covered." The prevalence of the disease is one thing and the method of treating it is another. It is very gratifying to be able to state as a matter of fact that there have been fewer cases of plague in the Colony of Hongkong this season than in any year since the first outbreak of plague in 1894, excepting only the years 1895 and 1897, when very few cases occurred in the Colony. To show the improvement this year we compile the following table:

Year	Total for the year	Total to end of June
1895	44	18
1896	1,204	1,125
1897	21	4
1898	1,820	1,297
1899	1,486	1,064
1900	1,087	766
1901	1,651	1,487
1902	572	382
1903	1,415	1,278
1904	510	376
1905	304	196
1906	993	843
1907	240	123
1908	1,037	?
1909	105 to June 14	

We are unable to complete the table as the Medical Reports for 1908 have not yet been

published, but a study of the above table shows very plainly that after the month of June we may expect to see a substantial diminution in the prevalence of the disease in Hongkong. To date, only 105 cases have been reported this year, and if the monthly distribution of cases which has been shown in past years holds good this year, we shall not be wrong in anticipating that this year's total will be lower than any since 1897.

Our Peking contemporary is very severe on our Sanitary Board. "In the opinion of the majority of the Chinese people," it says, "the abolition of the Sanitary Board will help a great deal in stopping plague." But it, of course, offers no proof of this ridiculous assertion. Our contemporary, however, does say that:—Sanitation has to be encouraged in all countries, but that its enforcement is the sole method for the prevention of plague is strongly doubted, "which is evidenced by the sanitary condition in Canton and many cities in South China. In these places, plague has never played such havoc as it has done in Hongkong." If our contemporary were in a position to furnish any trustworthy statistics as to the prevalence of plague in Canton and other cities of the mainland we should be in a better position to form an opinion on the subject. All that the Hongkong authorities have been able to learn in this connection is that when plague is bad in Canton, it is equally prevalent in Canton, and vice versa. According to our contemporary's information the only cases of plague in Canton this year are cases imported from Hongkong, but last week our correspondent at Canton sent us a translation of a letter addressed by an individual to the Self-Government Society which drew attention to the prevalence of plague in Canton, and stated that "the number of people who have died through contracting the disease has been countless, and the epidemic is still spreading rapidly in every part of the city." If this statement is true, the theory is exploded that the prevalence of plague is not affected by the sanitary measures taken to combat it. It is noteworthy that by far the greater proportion of the cases reported in the Colony this year have been from districts beyond the limits of the city of Victoria, and we think it may with confidence be said that the comparative freedom of the city is due to the increased attention which is being paid to elementary rules of sanitation. How far the encouragement which has been given to the keeping of cats is contributing to diminish plague is an interesting question which it is very difficult to answer, but the smallness of the returns is presumptive evidence of the success of the experiment.

The English Mail of the 15th May was delivered in London on the 12th inst.

For stealing eight chairs from the Taiping Theatre a coolie was at the Magistracy yesterday sentenced to six weeks' imprisonment and six hours in the stocks.

Mr. J. S. Dobie, the Hongkong agent of the Chinese Engineering & Mining Co., Ltd., informs us that the total output of the Company's three mines for the week ending 29th May, 1909 amounted to 31,247.37 tons and the sales during period to 32,115.23 tons.

The return of visitors to the City Hall Library and Museum for the week ending the 13th June, 1909, shows that of non-Chinese there were 429 to the Library and 206 to the Museum, and of Chinese 256 to the former and 2,352 to the latter. The Library was, therefore, used by 685 persons and the Museum by 2,558.

Stanley Ling, whose address was given as Peak Hospital, reports to the police that for rattling his rattle or tinkling his gong, Irascible objections to noise should always be met with the stone-throwing parable. Let him, a pocket book an open faced silver watch, and from his finger a gold ring value £1. There were also taken away another ring and a silver cigarette case, the total value being £9.

## TELEGRAMS.

[Protected by the Telegraphic Message  
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[DAILY PRESS EXCLUSIVE SERVICE.]

## PRINCE ITO RESIGNS.

TOKYO, June 14th.

To-day H.M. the Emperor formally relieved Prince Ito of the office of Resident General of Korea, and appointed Viscount Sone, the Deputy Resident General, to the vacant post. Prince Ito has been appointed President of the Privy Council.

## THE STRIKE AT HONOLULU.

TOKYO, June 14th.

The situation arising out of the strike of Japanese labourers in Hawaii is becoming more serious.

The police searched the offices of the Japanese newspaper, and the Strikers' Association and seized incriminating documents.

## JAPANESE WEAVERS AND THE EXHIBITION.

TOKYO, June 14th.

Yesterday the weavers conferred with the representatives of the Tokyo Chamber of Commerce.

The Chamber represented the seriousness of the impression that would be created in England by a refusal of the weavers to exhibit specimens of their work at the Anglo-Japanese Exhibition.

The weavers, however, stood firm and decided to acquaint the English with the reason of their refusal, feeling confident that it would enlist their sympathy.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## BELGIAN ENTERPRISE IN CHINA.

LONDON, June 14th.

King Leopold in a speech at Antwerp urged the Belgians to establish a Bank for financial houses in China to facilitate Chinese trade.

## JAPANESE STRIKE AT HONOLULU.

LONDON, June 14th.

A telegram to New York from Honolulu states that 8,000 Japanese labourers have struck work.

The leaders have been arrested for inciting disorder.

Searches of the offices of the Japanese labour organisations and of the office of the newspaper "Jiji" have revealed that a conspiracy was forming to wrest the control of the affairs of the island from the whites.

LATER.

The Japanese at Honolulu have all been released on bail.

## JAPANESE ROYALTY IN PARIS.

LONDON, June 14th.

Prince and Princess Nashimoto, of Japan, have proceeded to Paris.

Prince and Princess Kuni are already there and have just been received by President Fallières.

## RUSSIAN NAVAL DISASTERS.

LONDON, June 14th.

The "Kambala," which was sunk in the Black Sea on Sunday, was a Russian submarine, she collided with an ironclad, which was attacking in the naval manoeuvres.

A torpedo boat destroyer was burned at Sebastopol as the result of the ignition of some naphtha. The crew were saved.

## SHIPPING NOTES.

A message from Honolulu states that officers of the United States army transport *Dix*, who have been experimenting with Philippine coal on that vessel, report that the coal from the islands has excellent steaming qualities and has proved very satisfactory to the *Dix*.

A message from Boston, dated May 14, states that officials of the Pacific Mail Steamship Company denied that any plan was under consideration for the abandonment of its service, but admitted that no profits were being derived from the service and added that, if there was not a change within a year or so, it might be deemed advisable to cease running freight vessels between those points. It was also stated that the company's line operating along the Pacific coast from San Francisco to Panama was doing a very poor business.

According to the *Tokyo Asahi*, translated by the *Japan Gazette*, the British steamer *Inverclyde* while leaving Yokohama for Yokosuka about 3 p.m. on the 31st ultimo, collided with the T.K.K. steamer *Tengomaru*, striking her on the starboard side. Five plates of the Japanese vessel were slightly bent and the third hatch, Captain Iea, of the *Inverclyde*, immediately paid a visit to the *Tengomaru* while the Harbour Office sent an official. The *Tengomaru* was, however, allowed by a Lloyd's surveyor to resume her voyage, leaving Yokohama for Hongkong at 10 p.m. on the 1st instant.

The two magnificent turbine steamers *Heliopolis* and *Cairo*, built by the Fairfield Shipbuilding Co. for £650,000 for an ultra-luxurious express passenger service, much advertised at the time, between Marseilles and Egypt, were put up to auction at the Baltic Exchange saleroom, on behalf of the builders. The vessels were built only last year. The upset price for each steamer was only £150,000. There was a large and interested crowd of shipping people at the sale, but they were not interested enough to bid—possibly of the difficulty of finding remunerative work for such unusually fine vessels. The steamers are of nearly 14,000 tons gross, and fitted with triple-screw Parsons' turbines, and on their trial trips made nearly 21 knots. They have accommodation for 709 first and 231 second class passengers.

In the Osaka Marine Court on Wednesday, the 2nd instant, an inquiry was held to investigate into the circumstances surrounding the stranding of the C.P.R. steamer *Empress of China* in the Inland Sea, while on her way from Nagasaki to Kobe on February 19th last. Captain J. S. Stevenson, the pilot, was examined at great length. In the course of his evidence the Pilot made the following important statement:

"On the last trip up the Inland Sea, on the *Empress of China*, May 14th, Captain Archibald came on the bridge shortly after 9 a.m. The ship was then off Komine Shima, and after saying 'Good-morning' to me, he called the 2nd and 3rd officers over from the port side of the bridge, to where Captain Archibald and I were standing, on the starboard side, and then in front of us three said: 'I know how our accident happened. There may have been a little set, but it was due to bad steering.' The Captain then continued to caution both officers about watching the steering. And it is rather remarkable that when the *Empress of China* arrived at Vancouver after her grounding, both the 4th officer, Johnson, and the Quartermaster, Thompson, who were responsible for the steering and course that morning from 4 to 6 a.m., were dismissed."

Asked whether he knew for what reason these men were discharged, witness said he understood Thompson was discharged because he was a bad helmsman.

The Court asked why witness did not see that the quartermaster carried out his instructions properly. Witness replied that it was impossible for one man to attend to all these matters on a foggy night, with the steamer travelling at the rate of fifteen knots an hour.

Mr. D. W. Cradock, General Traffic Agent of the C.P.R. Royal Mail Steamship Line, informed us yesterday that he was in receipt of a cable from Yokohama advising that a wireless message has been received from the *Empress of China* to the effect that she will reach Yokohama at 7 a.m. on the 16th inst. The ship left Vancouver one day late, and as the 16th is her correct date of arrival at Yokohama, she has made up one day on the voyage. To secure information of this kind, proves the usefulness of the wireless system.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Armand Bellé* with the French Mail of the 23rd ult., and mail from London of the 22nd ult., left Singapore on Monday the 14th inst. at 4 p.m., and may be expected here on Monday morning the 21st inst., and will leave for Shanghai and Japan on the same afternoon.

The C.N. Co.'s str. *Izmar* left Shanghai on the 13th inst., and is due here on the 16th inst.

The Silk ex G.P.R. str. *Monteagle* arrived New York on Friday the 11th inst.

The C.P.R. str. *Empress of India* arrived Vancouver on Saturday the 12th inst.

The I.G.M. str. *Manila* which left Sydney on the Friday the 21st ult., arrived at Sydney on the 13th inst. morning.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charmant and Special Skin Tonic and Pouder Charnant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

## NEW HOMeward PASSENGER SERVICE.

There are many routes to Europe but most people evince a preference for other things being equal—the cheapest. That being so, a new service which offers adequate accommodation and reasonable speed, may well attract attention. The *Shire Lins*, whose steamers are well known in Hongkong, are about to inaugurate a passenger service between England and the East, the great recommendation of which, is that it is cheaper than most of the others. The *Segura* has been taken from the West Indian trade and placed on the new China and Japan run. It is a steamer of about 5,000 tons and carries 50 first class passengers—no other classes being catered for—but the great consideration is that the passage from here to England only costs £35. When it is added that the cabins are roomy and comfortable, that the saloon and other general rooms are well appointed, and that the journey can be covered in 38 or 40 days, it will be seen that the service has advantages which should appeal to the home-going public.

Yesterday a party of visitors were shown over the *Segura*, which takes its name from a river in Spain, and they found the conditions all that were desired. Captain Hayes is a genial skipper, who should inspire confidence in those under his care, and the other officials showed themselves no less agreeable. A former P. and O. sailing purser, Mr. W. S. Tyler, is the steward in charge. The local agents are Messrs. Jardine Matheson & Co.

## THE BANDMANN OPERA COMPANY.

At the Theatre Royal last night the Bandmann Opera Company staged "The Merry Widow," an attractive musical comedy, and there can be no doubt that the little maids did full justice to the piece. This fact was made apparent by the hearty applause which continued throughout the performance, the popular waltz and the excellent solos being greatly appreciated. Miss Florence Beach as Sonia, the Merry Widow, was a delightful hostess, while Mr. Fred Coyne as Prince Danilo (Secretary of Legation) fulfilled a difficult part with considerable ability. The principals were ably supported by the remainder of the Company, and thus it came to pass that a popular comedy was done full justice to, and earned fresh laurels for Bandmann's Merry Maids.

## TO-NIGHT'S FAREWELL PERFORMANCE.

Owing to the steamship arrangements probably necessitating the departure of the Bandmann Merry Little Maids Opera Co. on Wednesday morning, Mr. Smith, the manager has decided to play "The Waltz Dream" on Tuesday night in place of the "

## SUPREME COURT

Monday, June 14th.

## IN ORIGINAL JURISDICTION.

## BEFORE THE FULL COURT.

A SOLICITOR'S CONDUCT QUESTIONED.  
In the matter of the Legal Practitioners Ordinance 1871, and in the matter of a solicitor.

This was an application calling upon C. F. Dixon, a solicitor of the Supreme Court, to show cause why he should not be removed and struck off the roll of solicitors.

Mr. E. Pottar, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist) made the application, and Mr. H. G. Calthrop, instructed by Mr. J. Scott Hartson (of Messrs. Evans and Hartson) represented Mr. Dixon.

Mr. Pottar said he thought it would be better if, at the outset of these proceedings, he dealt with an important matter, namely the jurisdiction of their Lordships' Court in a case of this kind. This was a motion calling upon one, Clive Fletcher Dixon, to show cause why he should not be struck off the roll. He thought he could make the question of jurisdiction perfectly clear to their Lordships if he dealt with the old procedure and the new procedure in England. He meant by the old procedure, the procedure in vogue before the passing of the Solicitors' Act of 1888, which must apply in this Colony. By the new procedure he meant the procedure now in vogue in England. Before the passing of the Solicitors' Act of 1888 the procedure was this: a motion was made to the High Court and an affidavit was put in by the plaintiff in a matter of this kind. If that affidavit contained any charges of a criminal nature the Court, in fairness to the defendant, always said: "We will not compel you to answer that affidavit by another affidavit." Counsel thought the reason was obvious, because if the court made an order that the defendant should answer by affidavit he was really in a dilemma, because he must answer the affidavit or be guilty of contempt of Court. On the other hand, if he answered and was guilty of the charges, then he had put in a false and lying affidavit. Counsel would submit to their Lordships that this was the only indulgence the Court would show towards the defendant. But what the Court would do, and what their Lordships would find in all the decided cases was this: The Court would say—"We will make an order that you should show cause why you should not be struck off the rolls. That gives you an option of answering the charge or not as you shall think fit." The Court did not compel him to put in a false statement or any statement. But if he did put in a statement or file an affidavit, and on the face of that affidavit there was a *prima facie* defence—that was to say, for instance, if there was a total denial of the charge as in this case—the Court referred the whole matter to a Master. The Master heard the evidence on both sides twice; he heard counsel on both sides; he reported his findings on the evidence to the High Court, and the High Court acted accordingly. That was to say, if the High Court considered that on the findings of the Master they were justified in striking the solicitor off the rolls, they struck him off. If they thought it was sufficient punishment to suspend him for a certain time they did so. If they thought the master ought to go no further, it went no further. That was the old Common Law Procedure, and must apply to this Colony. The only difference was that there were no Masters here, and of course what happened was that their Lordships fulfilled all the functions of Masters.

The Chief Justice—I do not know that there are no Masters here. There are certain functions of a Master which are performed by an officer who is called the Registrar.

Mr. Pottar—He is far from being on the same footing as a Master. There are many things a Master can do that a Registrar cannot. Proceeding, Counsel said a Master could order that a judgment be entered. Regarding this procedure he submitted that what would happen in this case was that their Lordships sitting as a Full Court should refer this matter to one of the judges who sat on this bench; that he would report, and then the Full Court could decide what was to be done; or in the alternative, that the Full Court would hear the case now. The new procedure was that by the Solicitors' Act of 1888, a committee of the Incorporated Law Society had been substituted for the Master in chambers; that the Court could direct the Committee of the Incorporated Law Society in the first instance, and then the committee reported to the High Court, and the High Court acted accordingly. This was all laid down in sections 12 and 13 of the Act. His next step was to prove to the Court that their jurisdiction in a case of this character was a disciplinary jurisdiction, and not criminal. In other words, a solicitor being an officer of the Court, the duty of the Court was to decide whether any person was a fit and proper person to continue as an officer of the Court. It did not find whether he had been guilty of a criminal offence or not: the Court was not concerned with that. It was true that charges might be made which amounted to a criminal offence, but all the Court decided was whether the solicitor was or was not, a fit and proper person to continue as an officer of the Court. His authority for saying that the Court's jurisdiction was disciplinary and not criminal was found in 12 Q. B. D., page 148. Their Lordships would see that the defendant in that case appealed from the decision of the Court of Appeal. The Incorporated Law Society said he could not appeal because the proceedings in the Court of Appeal had been criminal. The High Court of Appeal said they were not criminal proceedings, as the Court was only in disciplinary jurisdiction. Solicitors, as officers of the Court, were persons

who were in a position of trust, and it was their Lordships' duty to see that no fit and proper person continued as an officer of the Court.

The Chief Justice said it seemed to him that there was a hiatus in the argument. The question was a technical one whether this disciplinary matter was a criminal matter or not. But to say that in any case the Court was not asked to find whether the solicitor was guilty of a criminal offence with which he was charged seemed to him to be quite another matter. How could the Court say whether a solicitor was a fit and proper person to continue on the rolls, who was charged with embezzlement, if they did not find him guilty of embezzlement.

Mr. Pottar—You find certain charges have been proved, and you say whether a person should remain on the rolls. I shall prove to your Lordships by a long chain of cases that there practically never has been an instance in which the Court has refused to act, or has denied that it had jurisdiction.

The Chief Justice—All I am saying at present is that I see no relation between the two propositions.

Mr. Pottar said it went to prove that the procedure in a case of this kind was purely civil procedure, and he would show their Lordships that it made a considerable difference in a case of this kind. Furthermore, suppose the Court took this standpoint: "We will not adjudicate on this case; we will see the defendant tried by a criminal jury." That would not relieve the Court from the onus of ultimately trying this case. No matter what the verdict of the jury, whether guilty or not guilty, their Lordships would be compelled to go into the case *ab initio*: to go into the merits of the case to decide whether this person was a fit and proper person to be an officer of the Court. There were cases where a jury had found a person not guilty, where the Court had struck him off the rolls. Then there were cases where juries had found a man guilty, and the Court had refused to interfere, remarking that he had been punished enough.

The Chief Justice—The procedure which you are referring to is quite well known. It obtains in the Civil Service where a civil servant's acquittal in Court does not prevent the Governor-in-Executive-Council from dismissing him.

Mr. Pottar said his next point was to prove to their Lordships beyond any doubt that the Court would never hold itself, not although a charge of a criminal nature was made against a defendant, and although the defendant did not admit the truth of that charge. The case for the last fifty years was absolutely conclusive in proof that although a criminal charge was imputed to a defendant, and although the defendant denied that charge, still the Court in the exercise of its disciplinary jurisdiction, would investigate it. No suggestion of sending the defendant to a criminal jury could be listened to.

The Chief Justice—in the first two cases you pointed out that the proceedings were disciplinary, not criminal. You now point out that the evidence in two cases might not be the same, and the suggestion occurs to one that evidence would be admissible in disciplinary proceedings which would not be admissible in criminal proceedings.

Mr. Pottar—I was going to deal with that point.

The Chief Justice—Unless you have very strong authorities, I don't think that that will hold water. The admission of books is allowed in certain circumstances under the Evidence Ordinance in civil proceedings. I doubt very much whether disciplinary proceedings are civil proceedings for the purpose of that Ordinance.

Mr. Pottar—I think it is evident from these two cases that the procedure is purely a civil procedure. If this is not a jurisdiction in a criminal case or matter, evidence cannot be of a criminal character, and the rules of evidence cannot be such as only in a criminal court.

The Chief Justice—Your jurisdiction is as between master and servant. The Court is the best judge to consider whether a person is a fit and proper person to continue one of its officers.

Mr. Pottar—The question is whether a crime has been committed.

Mr. Pottar—With great respect, that is not the question.

The Chief Justice—I want to know in the abstract, why shouldn't we call in a jury?

Mr. Pottar—Your Lordship's jurisdiction is simply disciplinary. There can be no one better able to consider whether a person is a fit and proper person to be one of its officers.

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Mr. Pottar—I will admit there is a conflict on the matter.

The Chief Justice—I don't think you will find a single case in which the principle has ever been acted on.

Mr. Pottar—I can cite a case at once.

The Chief Justice—A civil case stopped for a criminal case to go on?

The Puisne Judge—That was a long time ago.

Mr. Calthrop—About forty years ago. Proceeding Counsel submitted that this was a case which ought to go before a jury and not be left to be tried on affidavits. In common fairness to the defendant he should have an issue of fact of this description left to a jury.

The Puisne Judge—On the charges in the affidavit is a charge of borrowing money from a Chinese client during the progress of an action, which he was conducting on behalf of that client. That of course would not be a criminal charge.

Mr. Pottar agreed, and remarked that when the evidence was heard there might be a considerable amount which would not be in any way criminal in its nature, but which might justify the Court in suspending the defendant or striking him off the rolls. Mr. Calthrop had stated that there were admissions in the cases which the speaker quoted, but he would go through them one by one and show that each case was absolutely denied. His friend had suggested that the Court had full power to grant a rule nisi, but that it could go no further. Mr. Calthrop, however, had not cited any authority.

The practice was that a rule nisi was granted to the defendant that one clause in the new agreement with the Councils provides for future re-arrangement of the tariff shield that he considered necessary.

The Chief Justice—Disciplinary.

Mr. Pottar—if the Court is not exercising criminal jurisdiction, then I submit it must be civil.

Cases are arranged into two classes; one set in which you can appeal, and one set in which you cannot. As I have said, the person whom we may call the plaintiff can take one of two cases. He can come either to your Lordships' Court, or else he can go direct to the criminal court. But my submission is that your Lordships cannot compel the plaintiff to take himself the guise of prosecutor. You cannot compel him to bear a greater onus than he otherwise would bear by sending the defendant to the Criminal Court. He wishes to come to this Court and your Lordships have jurisdiction in the matter. That jurisdiction has been exercised for the last fifty years in the High Court at home. Another point is that one of the principal witnesses in this case, the managing partner of a very important firm in Canton, is resident outside the jurisdiction. Now, supposing your Lordships had the power in this case to compel the plaintiff to become the prosecutor, we have no power, and the Court has no power, to compel the attendance of this vital witness to give evidence in the criminal court.

The Chief Justice—if he'd come for one, he'd come for the other.

Mr. Pottar said he would probably agree to come before the civil court, but he would do no more, as it would mean so many attendances. It

was quite conceivable that by sending the case to the criminal court their Lordships would be putting a greater onus on the plaintiff. It might be putting him in a position in which he could not lay the case properly before a jury, and Counsel submitted that the Court would be inflicting a very great hardship upon him. Supposing the plaintiff would not prosecute, and that was the aspect of the case which was to be considered, there would be the extra ordinary position that although there were indictable charges on the affidavit the solicitor could not be struck off the rolls because the High Court refused to exercise its jurisdiction. That would be an absolutely anomalous position.

The Chief Justice—The Attorney-General

will prosecute.

Mr. Pottar—Then we would have the difficulty of getting the material witnesses, which would be compelling us to come into Court with an imperfect case.

The Chief Justice—Why should it be imper-

fect? I don't think the hardship on either side goes for much.

Mr. Pottar—The Courts have never considered the point of view your Lordship refers to.

The Chief Justice—I am not saying your argument on the authorities is not strong.

Mr. Pottar—What I say is that Courts have never considered that point which your Lordship is trying to consider. They have always considered the defendant as an officer of the Court.

The Chief Justice—I can appreciate all that.

Mr. Pottar—Judges in other cases say,

"His conduct has been such as will justify us in striking him off the rolls." They do not say,

"This man has been found guilty of embezzlement."

The Chief Justice—If a man is guilty of embezzlement and struck off the rolls on that account, it means to say he is guilty of embezzlement. Although a charge of embezzlement may be actually made, circumstances may fall short of that that will warrant him being struck off the rolls.

Mr. Pottar—The Court must be bound by the facts quoted.

The Chief Justice—Supposing the facts were so much in conflict that the Court felt that the only proper way would be to send the man to the jury. What would then be done?

Mr. Pottar—If the charges are not brought home against the man what happens is that he is not struck off the rolls.

The Chief Justice—It is not a question of the case being brought home, but of the case being so doubtful that we think it ought to be brought home.

Mr. Pottar—The Court, as I have told your Lordships, refers this matter to a Master, and the object in referring it to a Master is that it should be investigated outside a public court; not where, if the charges are not proved against him, the man is still ruined because his character has been besmirched. The case is heard in a Master's Chambers so that if the court see they are not justified in striking him off the rolls, the defendant's good name and fame does not suffer. I propose that the case should be tried in accordance with the old procedure.

The Chief Justice—By hearing witnesses.

Mr. Pottar—It is certain your Lordship can act in accordance with the old procedure. The case could be heard by one of your Lordships, who could report to the Full Court, or else it

could be heard by the Full Court.

The Chief Justice—Directly you admit that the Court has to sit and hear this case, does not it follow that it might call in the assistance of a jury?

Mr. Pottar—No, my Lord.

The Chief Justice—I want to see how far you go. Your contention has been against criminal proceedings.

Mr. Pottar—Your jurisdiction is as between master and servant. The Court is the best judge to consider whether a person is a fit and proper person to continue one of its officers.

The Chief Justice—The question is whether a crime has been committed.

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Mr. Calthrop—About forty years ago. In the report I mention that the service has been on the whole satisfactory, but in this I do not include the Pootung service which I am sorry to say, has been for the last six months more or less unsatisfactory owing to frequent interruption of the river cable injured by vessels anchoring over it. These vessels have been mostly under the British flag. The French Court here decided a case in our favour and the high court has been the best obtainable at a very reasonable cost.

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ACTION NO. 27 of 1909.

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TELEGRAPHIC ADDRESS: Press Codes: A.B.C.

P.O. Box, 33. Telephone No. 12.

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The said DHUNJEEBHOOY DORABEE NOWROOZEE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

AS WITNESS our hands this Twelfth day of June, One thousand nine hundred and nine.

D. D. NOWROOZEE,  
I. P. MADAR.

WITNESS to the Signature of DHUNJEEBHOOY DORABEE NOWROOZEE and ISMAIL PILLAY MADAR.

H. J. GEDGE,  
Solicitor,  
Victoria, Hongkong. [850]

THE HONGKONG BAKERY,  
DORABEE AND SON.

NOTICE IS HEREBY GIVEN that the Partnership which has for some time past been carried on by DHUNJEEBHOOY DORABEE NOWROOZEE and ISMAIL PILLAY MADAR BAKERS in and upon the premises known as THE HONGKONG BAKERY under the name of DORABEE AND SON was this day dissolved by mutual consent.

The said DHUNJEEBHOOY DORABEE NOWROOZEE will continue to carry on the said business as heretofore under the above Sign and name and will be responsible for all the debts and liabilities of the partnership and he is authorised to collect all outstanding accounts due to the partnership.

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H. J. GEDGE,  
Solicitor,  
Victoria, Hongkong. [849]

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## FOR SALE

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TO LET

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## ARRIVALS.

CHINHUA, British str., 1,348, A. Harris, 13th June—Shanghai, 10th June, General—Butterfield & Swire.  
CHOIANG, German str., 1,021, J. Bruhn, 14th June—Bangkok 5th June, Rice & Timber—Butterfield & Swire.  
INDRANI, British str., 3,225, M. Macfarlane, 14th June—Keelung 12th June, Tea, &c.—Shaw, Tomes & Co.  
LANDAU SCHIFFER, German str., 1,612, A. Steuwe, 14th June—Chinkiang 12th June, Rice—Starmann & Co.  
M. JENSEN, German str., 14th June—Canton, NEUMANTIA, German str., 4,384, Fleidman, 14th June—Mojii 8th June, Coal—Hamburg-Amerika Line.  
SUEVIA, German str., 2,640, B. Scherer, 12th June—Hankow 5th June, General—Hamburg-Amerika Line.  
TAIKOON MARU, Japanese str., 1,234, Fukui, 14th June—Mukki 8th June, Coal—Mituki Bunka Kaiun.  
TELENACHUS, British str., 1,340, Gillespie, Edwards, 12th June—Saigon 8th June, General—Chinese.  
WATCHING, British str., 1,170, W. F. Richard, 12th June—Chinkiang 7th June, General—Jardine, Matheson & Co.  
YUENHANG, British str., 1,128, P. H. Rolfe, 14th June—Manila 11th June, General—Jardine, Matheson & Co.  
ZAFIRO, British str., 1,625, Rodger, 14th June—Manila 12th June, General—Shaw, Tomes & Co.

## CLEARANCES AT THE HARBOUR MASTER'S OFFICE.

14th June.  
Adunder, British str., for Saigon.  
Chinhua, British str., for Canton.  
Harlow, British str., for Swatow.  
Mathieu, German str., for Hoichow.  
Mongolia, American str., for Shanghai.  
Singer, British str., for Hoichow.

## DEPARTURES.

14th June.  
KWANTAH, Chinese str., for Shanghai.  
NANCHAO, British str., for Canton.  
NORD, British str., for Canton.  
SEGURO, British str., for Shanghai.  
WAISHING, British str., for Canton.  
  
SHIPPING REPORTS.  
The British str. Yuenwang reports: Moderate and fine throughout.  
The British str. Zafiro reports: Fine clear weather and light variable winds throughout smooth weather.  
  
VESSELS IN DOCK.

June 14th.  
ABERDEEN DOCK—KOWLOON DOCK—Chen Po, Dajin Maru, Tenyo Maru.  
COSMOPOLITAN DOCK—TAKOO DOCK—Maple Leaf, Taming, Anhui.

## VESSELS ON THE BERTH

HONGKONG—BOSTON—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.  
FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL  
(With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June,  
to be followed by  
S.S. "ST. PATRICK" About 13th July.  
For Freight and further information apply to SHEWAN TOMES & Co.,  
General Agents.  
Hongkong, 3rd June, 1909. [77]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, POET DARWIN and QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"EMPIRE,"  
Captain Helms, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th June, 1909. [820]

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAIR, SOUTHAMPTON, ANTWERP & HAMBURG	"LUETZOW" Capt. C. DEWEERS	{ Friday, 18th June, at 10 A.M.
SHANGHAI, TSINGTAU, NAGASAKI KOBE and YOKOHAMA	"YORK" Capt. J. RANDEMANN	{ About Wed'day, 16th June.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. F. EISKE	{ Friday, 18th June, at 10 A.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	{ About Saturday 26th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 15th June, 1909.

## THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

## PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA, B.C., SEATTLE &amp; TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing Date.
OCEANO	4,657	F. W. Davis	On 1st July.
KUMERIC	6,232	J. Matthee	On 29th July.
AYMERIC	4,363	J. Boyd	On 26th August.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

## PARCEL EXPRESS TO THE UNITED STATES &amp; CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking cargo at through routes to the BRAZILS to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

## THE Company's Steamship

"E. FRANZ FERDINAND," Captain E. Nitsche, will be despatched as above on SATURDAY, 26th inst., P.M.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to SANDER, WIELER & CO., Agents.

Princes' Building, Hongkong, 2nd June, 1909. [3]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

## VESSELS ON THE BERTH



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

## THE Company's Steamship

## "PERSIA,"

Captain Bartole, will leave for the above places on FRIDAY, the 18th inst., P.M.

This steamer has captain's accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER &amp; CO., Agents.

Princes' Building, Hongkong, 12th June, 1909. [3]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

## THE Steamship

## "JAPAN,"

Captain J. G. Olifent, will be despatched for the above Ports on SATURDAY, the 19th inst., at Noon.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

## RETURN TOURS TO JAPAN.

(Occupying 24 Days). Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip \$120.

DAVID SASSOON &amp; CO., LTD., Agents.

Hongkong, 11th June, 1909. [844]

## REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABA COAST).

## PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK.

S.S. "PATHAN" ... On 22nd June. For Freight and further information, apply to DODWELL &amp; CO., LTD., Agents.

Hongkong, 28th May, 1909. [699]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

## "DEVANHA,"

Captain W. Hayward, E.N.E., carrying His Majesty's Mail, will be despatched from this for Bombay, &amp;c., on SATURDAY, the 26th June, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "CHINA," 8,000 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &amp;c., will be conveyed via Bombay by the R.M.S. "HIMALAYA" due in London on the 8th August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th June, 1909. [1]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL &amp; CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1909. [9]

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIE" Capt. Lafont	{ About 21st June.
MARSEILLE VIA PORTS	"SYDNEY" Capt. Rebust	{ On 22nd June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIAN" Capt. Bruno	{ On 5th July, P.M.
MARSEILLE VIA PORTS	"TOURANE" Capt. Lancelin	{ On 6th July, 1 P.M.

Transhipping on the Co. Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea.

Buying Tickets to London via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 15th June, 1909. [2]

## CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

## "EMPERRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong "EMPERRESS OF CHINA" SAT, 3rd July. "EMPERRESS OF IRELAND" FRI, 30th July.

"MONTEAGLE" WED, 14th July. "ALIAN LINER" FRIDAY, 29th Aug.

"EMPERRESS OF INDIA" SAT, 24th July. "EMPERRESS OF BRITAIN" FRI, 10th Sept.

"EMPERRESS OF JAPAN" SAT, 14th Aug. "ALIAN LINER" FRIDAY, 1st Oct.

"EMPERRESS OF CHINA" SAT, 4th Sept. "ALIAN LINER" FRIDAY, 1st Oct.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 NOON.

"Monteagle" Intermediate on Steamers £43. "Alian Liner" £43.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL	REMARKS
MARSEILLES, LONDON and ANTWERP via SINGAPORE	POONA	Noon, 16th
POLE, PENANG, COLOMBO, and PORT SAID	Capt. A. R. Vines, R.N.R.	June Freight only.
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA	About 16th Freight and Passage.
SHANGHAI	ASSAYE	About 24th Freight and Passage.
LONDON via USUAL PORTS	DEVANHA	Noon, 26th See Special ADVERTISEMENT.
For further Particulars, apply to		
E. A. HEWETT, Superintendent.		

Hongkong, 14th June, 1909.

<b>CHINA NAVIGATION CO., LTD.</b>		
SAILINGS SUBJECT TO ALTERATION.		
FOR STEAMERS	TO SAIL	
BOHLOW and HAIPHONG "SINGAN"	On 15th June, 9 A.M.	
SWATOW, WEIHAIWEI, CHEFOO and TIENSIN	"KUEICHOW"	On 15th June, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 15th June, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREEMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
MANILA	"TAMING"	On 16th June, 3 P.M.
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.
TSINGTAO, CHEFOO and NEWCHIANG	"WEIYIANG"	On 19th June, 4 P.M.
SHANGHAI	"LINAN"	On 20th June, D'light
MANILA	"TEAN"	On 22nd June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 24th June, 4 P.M.
SHANGHAI	"CHENAN"	On 27th June, D'light
SAMARANG and SOURABAYA	"SHANTUNG"	On 29th June, 4 P.M.
DIRECT SAILINGS TO WEST RIVER Twice Weekly.		
SS. "LINTAN" and SS. "SANUI".		
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. A duly qualified Surgeon is carried.		
REDUCED FARES cargo booked through for all Australian, New Zealand and Tasmanian Ports.		
MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.		

EAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

**SHANGHAI LINE**

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.  
TELEPHONE 35.

For Freight or Passage apply to—  
Hongkong, 15th June, 1909.

BUTTERFIELD & SWIRE,  
AGENTS. 11

**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* TAMSIU via SWATOW,	"DAIJIN MARU"	THURSDAY, 17th June,
& AMOY	Capt. Y. Kubo	at 10 A.M.
+ SHANGHAI via SWATOW,	"CHOSHUN MARU"	TUESDAY, 22nd June,
AMOY & FOOCHEW	Capt. T. Suega	at 10 A.M.
+ TAKAO via SWATOW,	"SOSHU MARU"	WED'DAY, 23rd June,
AMOY & ANPING	Capt. K. Sugi	at 10 A.M.

\* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unravelled Table.

+ Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1 Queen's Buildings, Hongkong, 15th June, 1909.

T. ARIMA, Manager. [13]

**DOUGLAS STEAMSHIP CO., LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS, ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAS.
"HATTAN"	SWATOW, AMOY &	TUESDAY, 15th June,
Capt. J. Rouch	FOOCHEW.	at 1 P.M.
"HAIMUN"	SWATOW	WED'DAY, 16th June,
Capt. Evans		at 2 P.M.
"HAIYANG"	SWATOW, AMOY &	FRIDAY, 18th June,
Capt. A. E. Hodgins	FOOCHEW.	at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 15th June, 1909. [10]

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
* SHANGHAI via SWATOW	"WINGSANG"	Tuesday, 15th June, Noon
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 16th June, 3 P.M.
SAMARANG & SOURABAYA	"AMARA"	Wednesday, 16th June, 4 P.M.
SANDAKAN	"MAUSANG"	Thursday, 17th June, 4 P.M.
SHANGHAI	"WAISHING"	Friday, 18th June, Noon
MALINA	"YUENSANG"	Friday, 18th June, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Saturday, 19th June, Noon
SHANGHAI	"TUNGSHING"	Sunday, 20th June, D'light
MALINA	"LOONGSANG"	Friday, 25th June, 4 P.M.
* SH'HAL, YOKOHAMA, KOBE & MOJI	"NAMSANG"	Saturday, 3rd July, Noon

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 61.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usulan, Jesselton and Labuan.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 14th June, 1909. [16]

**HAMBURG-AMERIKA LINIE**

**HAMBURG.**

**EAST ASIATIC FREIGHT SERVICE.**

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

**NEXT SAILINGS FROM HONGKONG:**

**HOMEWARD.**

OUTWARD.	FOR HAVRE & HAMBURG:
FOR SHANGHAI, YOKOHAMA & KOBE:	SS. SENEGBAMBIA ... 21st June
SS. SEGOVIA ... 22nd June	FOR MARESILLES, HAVRE & HAMBURG:
SS. SLAVONIA ... 2nd July	SS. SILVIA ... 28th June
SS. C. FEID, LAETZ ... 10th July	FOR ANTWERP, ROTTERDAM & HAMBURG:
SS. ANDALUSIA ... 13th July	SS. SITHONIA ... 1st July
SS. SAXONIA ... 23th July	FOR HAVRE & HAMBURG:
SS. DORTMUND ... 10th Aug.	SS. ISTRIA ... 9th July
SS. SPEZIA ... 13th Aug.	FOR MARESILLES, BREMEN & HAMBURG:
SS. JILLYRIA ... 28th Aug.	SS. SCANDIA ... 12th July
SS. AMBRIA ... 31st Aug.	FOR HAVRE & HAMBURG:
	SS. BRASILIA ... 22nd July

Further Particulars, apply to—

E. A. HEWETT,  
Superintendent.

[1]

**OSAKA SHOSEN KAISHA.**



**INAUGURATION OF NEW TRANS-PACIFIC LINE.**

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN.

(Intermediate Ports of Call: Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KEELUNG, YOKOAKA, SHINJUZU, SEATTLE and VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

"TACOMA MARU" 6,178 On Saturday, 3rd July

"SEATTLE MARU" (already launched) 4 other new sister ships to follow

The steamers have fair speed. Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager.

Hongkong, 1st June, 1909. [810]

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU ... 5000 tons gross ... Sail July 1st, at Noon.

S.S. AM

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Public are informed that mails to CHINA via SIBERIA are despatched from the LONDON General Post Office on Wednesday and Friday afternoons and Saturday evenings. No supplementary mails will be forwarded.

Approximate time of closing mails at Shanghai via Dalny and Siberia.

19th June	... at 6.30 p.m.
24th	... at 1.0 p.m.
26th	... at 8.30 p.m.
30th	... at 8.30 p.m.
3rd July	... at 8.30 p.m.

The York, with the German mail of the 19th ultimo left Singapore on Friday, the 11th inst., at 5 p.m. and may be expected here to-day at 11 a.m. The Armand Beloe, with the French Mail of the 21st ultimo left Singapore on Monday, the 11th inst., at 4 p.m. and may be expected here on or about Monday the 21st inst. This packet brings replies to letters despatched from Hongkong on the 17th April.

FOR P.M. DATE  
Hollow and Haiphong ... Sagan ... Tuesday, 15th, 8.00 A.M.  
Hollow ... Moulihle ... 15th, 8.00 A.M.  
Fukow and Shanghai ... Wungsang ... Tuesday, 15th, 10.00 A.M.  
Mongolia ... Printed Matter, and Samples ... 10.00 A.M.  
Registration ... 10.00 A.M. (Registration with late fee of 10 cents, up to 10.45 A.M.)  
Kowloon ... 10.00 A.M. No late fee  
Letters ... 11.00 A.M.  
Tuesday, 15th, NOON.  
Malacca ... 11.15 A.M.  
Tuesday, 15th, 3.00 P.M.  
Kutung ... Tuesday, 15th, 3.00 P.M.  
Changsha ... Tuesday, 15th, 3.00 P.M.  
Tuesday, 15th, 5.00 P.M.  
Wednesday, 16th, 11.00 A.M.  
Wednesday, 16th, 11.00 A.M.  
Wednesday, 16th, 11.00 A.M.  
Wednesday, 16th, 1.00 P.M.  
Wednesday, 16th, 1.15 P.M.  
Wednesday, 16th, 2.00 P.M.  
Wednesday, 16th, 2.00 P.M.  
Wednesday, 16th, 3.00 P.M.  
Wednesday, 16th, 4.00 P.M.  
Thursday, 17th, 9.00 A.M.  
S. T. Tai ... Thursday, 17th, 11.15 P.M.  
Thursday, 17th, 3.00 P.M.  
Thursday, 17th, 3.30 P.M.  
Friday, 18th, 8.00 A.M.  
Friday, 18th, 8.00 A.M.  
Printed Matter and Samples ... 8.00 A.M.  
Registration ... 8.00 A.M. (Registration, no late fee  
Letters ... 9.00 A.M.  
Friday, 18th, 11.0 A.M.  
Friday, 18th, 1.15 P.M.  
Friday, 18th, 3.00 P.M.  
Saturday, 19th, 4.00 P.M.  
Saturday, 19th, 10.00 M.  
Saturday, 19th, 11.00 A.M.  
Saturday, 19th, 11.15 P.M.  
Saturday, 19th, 12.00 M.  
Sunday, 20th, 11.00 A.M.  
Tuesday, 22nd, 10.00 A.M.  
Printed Matter and Samples ... 10.00 A.M.  
Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Registration, Kowloon B.O. ... 10.00 A.M. No late fee  
Letters ... 11.00 A.M.  
Saturday, 19th, 1.15 P.M.  
Saturday, 19th, 3.00 P.M.  
Saturday, 19th, 5.00 P.M.  
Saturday, 19th, 6.00 P.M.  
Tuesday, 22nd, 11.00 A.M.  
Printed Matter and Samples ... 11.00 A.M.  
Registration ... 11.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)  
Registration, Kowloon B.O. ... 11.00 A.M. No late fee  
Letters ... 11.00 A.M.

KELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOAKI, SHIMIDEU, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the five fixed departure of the mail Extra Postage 10 cents) SIBERIAN MAIL TO EUROPE

Swatow, Amoy and Foochow ... Macao ...  
Shawau, Woitaiwei, Chefoo and Tientsin ... Cebu and Illoilo ...  
Mindan, Zamboanga, Port Darwin, Thursday Island, Cookton, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle ...  
Bangkok, Moji, Kobe, Yokohama and Portland ... Sandakan ...  
Talangtan and Vladivostock ... Syawat ...  
Singapore, Penang and Calcutta ... Manila ...  
Samarang and Sourabaya ... Manila ...  
Swatow, Amoy and Tamsu ... Manado ...  
Kuching, Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle ... Shanghai ...  
Manila, Japan, Sindorich Wilhelmahaven, Simpson's Bay, Hossegor, Matapi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Tenedin, Melbourne, Adelaide, Perth and Fremantle ...

EUROPE, SC. INDIA VIA TUTICORIN ... Ivetaw ...

Shanghai ... Swatow, Amoy and Foochow ... Macao ...  
Shawau, Woitaiwei, Chefoo and Tientsin ... Cebu and Illoilo ...  
Shanghai, Yokohama and Kobe ...  
Shanghai, Yokohama, Kobe and Moji ...  
Singapore, Penang and Calcutta ... Manila ...

KELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIDEU, YOKOHAMA and SAN FRANCISCO (Supplementary mail on board up to the five fixed departure of the mail Extra Postage 10 cents) SIBERIAN MAIL TO EUROPE

Macao ... Taingtan, Chefoo and Newchwang ... Shanghai ...  
SHANGHAI SIBERIAN MAIL TO EUROPE

EUROPE, &c., India via Tatiocorin ... Late Letters 11.00 A.M. to Noon Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail) ....

## COMMERCIAL

## EXCHANGE CLOSING QUOTATIONS

June 14th.  
ON LONDON:—  
Telegraphic Transfer ..... 1/98  
Bank Bills, on demand ..... 1/95  
Bank Bills, at 30 days sight ..... 1/95  
Bank Bills, at 4 months sight ..... 1/95  
Credits, at 4 months sight ..... 1/95  
Documentary Bills 4 months sight/1/95

ON PARIS:—  
Bank Bills, on demand ..... 225  
Credits, at 4 months sight ..... 229

ON GERMANY:—  
On demand ..... 1821

ON NEW YORK:—  
Bank Bills, on demand ..... 431

Credits, at 60 days sight ..... 424

ON BOMBAY:—  
Telegraphic Transfer ..... 1333  
Bank, on demand ..... 1344

ON CALCUTTA:—  
Telegraphic Transfer ..... 1333  
Bank, on demand ..... 1344

ON SHANGHAI:—  
Bank, at sight ..... 744  
Private, 30 days sight ..... 758

ON YOKOHAMA:—On demand ..... 853

ON MANILA:—On demand—Pesos—97

ON SINGAPORE:—On demand ..... 763

ON BATAVIA:—On demand ..... 1074

ON HAIPHONG:—On demand ..... 83 1/2 pm.

ON SAIGON:—On demand ..... 83 1/2 pm.

ON BANGKOK:—On demand ..... 84

Sovereigns, Bank's Buying Rate ..... 51.10

GOLD LEAF: 100 fine per tael ..... 57.90

BAR SILVER: per oz. ..... 24 1/2

## SUBSIDARY COINS

per cent  
Chinese ..... 20 cents pieces ..... \$8.18 discount,  
Obsoletes ..... 10 ..... \$8.80  
Hongkong ..... 20 ..... \$7.60  
Hongkong ..... 10 ..... \$7.80

## OPIUM

June 11th.  
Quotations are:—

Malwa New ..... \$1.100/1.150 per picul.

Malwa Old ..... \$1.150/1.200

Malwa Older ..... \$1.210/1.250

Malwa V. Old ..... \$1.260/1.320

Persian fine quality ..... \$1.050/1.090

Persian extra fine ..... \$900/955

Patna New ..... \$1.012 per chest.

Patna Old ..... \$1.025

Banaras New ..... \$1.025

Banaras Old ..... "

## VESSELS EXPECTED

## THE GERMAN MAIL

The I.G.M. str. York carrying the German Mails with dates from Berlin of the 19th ult., left Singapore on Friday the 11th instant at 5 p.m., and may be expected here this evening.

The I.G.M. str. Luetzow left Shanghai via Fochow on the 13th inst. at 2 a.m., and may be expected here to-morrow.

The I.G.M. str. Sigismund left Sydney on the 3rd inst. at 11 a.m., and may be expected here on or about the 25th inst.

## THE INDIAN MAIL

The Apair str. Japan from Calcutta left Singapore on the 9th inst. afternoon, and may be expected here to-day.

## THE AMERICAN MAIL

The P.M. str. Korea from San Francisco sails from Yokohama on the 8th instant, and is due to arrive at this port on the 19th instant.

## THE CANADIAN MAIL

The C.P.R. str. Empress of China left Vancouver a.m. on Thursday the 3rd instant for Hongkong via the usual Ports of call.

## MERCHANT STEAMERS

The N.Y.K. str. Yeforyo Maru (Bomby Line) left Singapore on the 8th inst., and is expected here to-day.

The P. & O. str. Malta left Singapore for this Port on the 10th instant at 1 p.m., and is due here to-day at about 4 p.m.

The Austrian Lloyd's str. Persia left Singapore for this port on the 11th instant a.m., and is due here to-morrow.

The N.Y.K. str. Mishima Maru (European Line) left Singapore for this port on the 11th instant, and is expected here to-morrow.

The Bank Line str. Gymeric sailed from Yokohama to Hongkong via Kobe, Moji and Manila on the 5th instant.

The Mexican & Oriental S.S. Line Ltd.'s str. Eroll sailed from Saline Cruz on the 24th ult. for Japan and Hongkong.

The E. & A. str. Eastern left Sydney on the 5th inst. via Queenland Ports, Port Darwin, Timor and Manila.

The Bank Line str. Kumeric sailed from Seattle to Hongkong via Japan and Manila on the 3rd instant.

The N.Y.K. str. Sado Maru (European Line) left Kobe for this port via Moji and Shanghai on the 12th instant, and is expected here on the 21st instant.

The N.Y.K. str. Yoboshi Maru (Bombay Line) left Moji for this port on the 10th inst., and is expected here on the 26th inst.

## NAPIER JOHNSTONE'S "SQUARE BOTTLE"

## WHISKY.

## UNVARIED FOR

## 150 YEARS.

## THE SAME TO-DAY

## AS IN

## 1745

## BEWARE OF WHISKIES

## Sold under Similar Names

## Known in Hongkong

## for

## Half a Century.

## SOLE AGENTS IN HONGKONG:

## LANE, CRAWFORD &amp; CO.,

## and from All WINE MERCHANTS.

38] Highest open air Temperature on 18th, 89° Lowest open air Temperature on 18th, 30°

Hongkong Observatory, June 14th.

Previous Day On Date at On Date at  
at 6 p.m. 10 a.m. at 4 p.m.

Barometer ..... 29.83 29.80 29.80

Temperature ... 88 85 87

Humidity ... 65 71 63

Wind Direction SW SW SW

Force ... 1 1 1

Weather ... c c b

Rain ... — 0.03 —

Central Meteorological Register.

HONGKONG TIDE TABLE.

From June 16th to 21st, 1909.

HIGH WATER. LOW WATER.

Tide Mean Height Tide Mean Height

16th 10.22 4.1 10.22 4.1

17th 10.25 4.2 10.25 4.2

18th 10.28 4.3 10.28 4.3

19th 10.31 4.4 10.31 4.4

20th 10.34 4.5 10.34 4.5

21st 10.37 4.6 10.37 4.6

22nd 10.40 4.7 10.40 4.7

23rd 10.43 4.8 10.43 4.8

24th 10.46 4.9 10.46 4.9

25th 10.49 5.0 10.49 5.0

26th 10.52 5.1 10.52 5.1

27th 10.55 5.2 10.55 5.2

28th 10.58 5.3 10.58 5.3

29th 10.61 5.4 10.61 5.4

30th 10.64 5.5 10.64 5.5

31st 10.67 5.6 10.67 5.6

1st 10.70 5.7 10.70 5.7